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### *Shipping To North Vietnam During February 1970*

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Foreword

All data are preliminary and subject to minor changes as additional information becomes available. These changes usually involve ship arrivals and cargoes from Communist China and, to a lesser extent, cargoes carried by ships of the Free World. Data for the preceding month and monthly averages presented in the tables have been adjusted to reflect corrections and additions. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
March 1970

INTELLIGENCE MEMORANDUM

Shipping To North Vietnam During February 1970

Highlights

North Vietnam's seaborne imports declined slightly in February to 157,000 tons, close to the monthly average in 1969 (see Tables 1 and 2). Imports from the USSR remained close to the record levels sustained in the months since September 1969 and accounted for more than 63% of total imports; Soviet foodstuff deliveries reached a new high. Imports from Communist China increased but accounted for only 18% of total imports. Petroleum imports from all sources dropped sharply to 24,800 tons. Two small consignments of probable military-related cargo were delivered by Soviet ships in February.

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Seaborne exports declined from 68,000 tons in January to 56,000 tons in February (see Tables 3 and 4). Coal exports fell to 38,900 tons, as shipments to Japan dropped by 45%. Cement exports were well below monthly shipments since September 1969, and shipments of apatite were slightly below the post-bombing highs for that commodity in December and January. Exports of rice were resumed after a lapse of one month, as 1,900 tons were shipped to Singapore and Hong Kong.

*Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and information on ship arrivals was coordinated with the Naval Intelligence Command.*

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Another Record Month for Foodstuff Imports  
from the USSR

1. Imports of foodstuffs from the USSR, nearly all out of Pacific ports, reached a new high (44,900 tons) for the third consecutive month and accounted for nearly 73% of total foodstuff deliveries (61,700 tons). The largest Soviet vessel to deliver a full load of foodstuffs to North Vietnam since at least 1965, the *General Panfilov* (10,665 DWT), arrived in February from Vladivostok. This lend-lease Liberty ship is more than twice the size of ships which normally deliver foodstuffs from the Soviet Far East. The use of larger ships should facilitate scheduled increases in such deliveries. Although deliveries of Soviet foodstuffs in February were short of the 50,000 tons the USSR has implied it will send each month in 1970, it appears likely that Soviet deliveries will increase further in coming months.

2. In contrast, deliveries of foodstuffs from Communist China amounted to only 8,700 tons, barely 14% of all foodstuffs imported. China's shipments of foodstuffs to North Vietnam have been meager since August 1969 when 32,100 tons were delivered.

Petroleum Imports

3. Imports of petroleum fell from 38,300 tons in January to 24,800 tons in February, well below the monthly average of 43,000 tons since September 1969. Most of these imports were from the USSR (transported mainly by tankers from Pacific ports), but a small portion, 1,500 tons of drummed gasoline, was delivered by a Free World ship from Communist China.

4. Two 2,300-DWT tankers converted from LST's by the Communist Chinese were observed at Haiphong in February. Single tankers of this type have been seen in the Haiphong area at various times since February 1969. One of the vessels seen this month has apparently been flying the North Vietnamese flag as the *Huang Pho* since 1966, but shortly after its acquisition it was transferred to safe haven in Chinese waters because of US bombing. These ships could be engaged in a movement of petroleum from South China, in lightering and coastal operations in domestic waters, or both.

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Haiphong Port Congestion

8. Congestion at Haiphong remained at a relatively low level despite small increases in the average number of foreign dry cargo ships in port per day and in the average layover time for departing foreign dry cargo ships (see Tables 6 and 7). Total arrivals\* from foreign ports declined from 47 in January to 42 in February, probably because of the short month (see Table 5). Construction activity at the new wharf extension continued, and the recently completed portal crane that serves it was observed in use. Two similar cranes were being assembled nearby.

*\* As in January, Free World arrivals included a Somali-flag ship. The new Somali government is apparently reluctant to discourage Somali-flag participation in North Vietnamese trade. In contrast, the Cypriot government appears anxious to prevent vessels registered in Cyprus from calling at North Vietnam; there have been no calls there by Cypriot-flag ships since October 1969.*

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Table 1  
Seaborne Imports, by Origin and Commodity  
1970

Origin	Thousand Metric Tons									
	Foodstuffs		Fertilizer		Petroleum		General and Miscellaneous		Total	
	February	January	February	January	February	January	February	January	February	January
<i>Total</i>	<i>61.7</i>	<i>46.2</i>	<i>8.5</i>	<i>22.3</i>	<i>24.8</i>	<i>38.3</i>	<i>62.2</i>	<i>55.6</i>	<i>157.2</i>	<i>162.4</i>
Communist	<u>61.7</u>	<u>46.2</u>	<u>8.5</u>	<u>15.3</u>	<u>24.8</u>	<u>38.3</u>	<u>50.1</u>	<u>54.6</u>	<u>145.1</u>	<u>154.4</u>
USSR	44.9	40.2	6.1	11.9	23.3	38.3	25.4	23.3	99.7	113.6
Eastern Europe	Negl.	--	--	--	--	--	6.4	20.1	6.4	20.1
China	8.7	6.0	--	--	1.5	--	18.3	11.2	28.4	17.2
North Korea	--	--	2.5	3.5	--	--	Negl.	Negl.	2.5	3.5
Cuba	8.0	--	--	--	--	--	Negl.	--	8.0	--
Free World	<u>0</u>	<u>0</u>	<u>0</u>	<u>7.0</u>	<u>0</u>	<u>0</u>	<u>12.1</u>	<u>1.0</u>	<u>12.1</u>	<u>8.0</u>
Japan	--	--	--	7.0	--	--	--	--	--	7.0
Cambodia	--	--	--	--	--	--	11.5	0.3	11.5	0.3
Other Free World	--	--	--	--	--	--	0.6	0.6	0.6	0.6

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Table 2  
Seaborne Imports, by Flag and Commodity a/

Flag	February 1970					Thousand Metric Tons	
	Foodstuffs	Fertilizer	Petroleum	General and Miscellaneous b/	Total	January 1970	Monthly Average Jan-Dec 1969
Total	61.7	8.5	24.8	62.2	157.2	162.4	157.4 c/
Communist	58.7	8.5	23.3	44.7	135.2	146.4	118.7
Soviet	44.9	8.5	23.3	28.6	105.3	117.1	81.2
East European	Negl.	--	--	6.4	6.4	16.5	15.6
Chinese	5.7	--	--	9.8	15.5	9.8	18.2
Cuban	8.0	--	--	Negl.	8.0	--	3.7
North Vietnamese	--	--	--	Negl.	Negl.	3.1	--
Free World	3.0	0	1.5	17.5	22.0	15.9	38.8

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

b. Including unidentified cargo of 18,775 metric tons.

c. Imports for 1969 exclude cargoes that arrived on North Vietnamese ships.

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Table 3

Seaborne Exports, by Destination and Commodity  
1970

Destination	Thousand Metric Tons											
	Coal		Cement		Apatite		Rice		General and Miscellaneous		Total	
	Feb	Jan	Feb	Jan	Feb	Jan	Feb	Jan	Feb	Jan	Feb	Jan
<i>Total</i>	<i>38.9</i>	<i>45.6</i>	<i>0.8</i>	<i>3.8</i>	<i>7.8</i>	<i>10.5</i>	<i>1.9</i>	<i>0</i>	<i>6.4</i>	<i>7.9</i>	<i>55.9</i>	<i>67.8</i>
Communist	27.0	18.9	0	0	7.8	10.5	0	0	5.3	3.0	40.1	32.4
USSR	--	--	--	--	--	--	--	--	4.3	0.3	4.3	0.3
Eastern Europe	--	--	--	--	--	--	--	--	0.6	2.2	0.6	2.2
China	27.0	18.9	--	--	--	--	--	--	0.4	0.1	27.4	19.0
North Korea	--	--	--	--	7.8	10.5	--	--	--	0.4	7.8	10.9
Free World	11.9	26.6	0.8	3.8	Negl.	0	1.9	0	1.1	5.0	15.7	35.4
Japan	11.9	21.5	--	--	Negl.	--	--	--	0.2	0.5	12.0	22.0
Cambodia	--	--	--	--	--	--	--	--	--	2.0	--	2.0
Other Free World	--	5.2	0.8	3.8	--	--	1.9	--	1.0	2.5	3.7	11.4

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Table 4  
Seaborne Exports, by Flag and Commodity a/

							Thousand Metric Tons	
February 1970							January 1970	Monthly Average Jan-Dec 1969
Flag	Coal	Cement	Apatite	Rice	General and Miscellaneous	Total		
<i>Total</i>	<i>38.9</i>	<i>0.8</i>	<i>7.8</i>	<i>1.9</i>	<i>6.4</i>	<i>55.9</i>	<i>67.8</i>	<i>47.5 b/</i>
Communist	38.9	0.8	7.8	1.9	6.4	55.9	65.8	40.6
Soviet	11.9	--	7.8	--	4.3	24.0	32.7	20.5
East European	--	--	--	1.6	1.2	2.7	--	4.7
Chinese	27.0	--	--	--	0.4	27.4	21.1	14.9
Cuban	--	--	--	--	--	--	5.1	0.5
North Vietnamese	--	0.8	--	0.3	0.6	1.7	6.8	--
Free World	0	0	0	0	0	0	2.0	6.9

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

b. Exports for 1969 exclude those cargoes that departed on North Vietnamese ships.

Table 5  
Ship Arrivals

Flag	February 1970		January 1970		Monthly Average Jan-Dec 1969	
	Arrivals	Percent	Arrivals	Percent	Arrivals	Percent
<i>Total</i>	42	100.0	47	100.0	38.1 <u>a/</u>	100.0
Dry cargo	38	90.5	41	87.2	32.4	85.1
Tanker	4	9.5	6	12.8	5.7	14.9
Communist	<u>36</u>	<u>85.7</u>	<u>43</u>	<u>91.5</u>	<u>29.8</u>	<u>78.3</u>
Soviet	23	54.8	27	57.4	20.1	52.7
East European	2	4.8	5	10.6	3.2	8.3
Albanian	--	--	--	--	0.1	0.2
Bulgarian	--	--	2	4.3	0.5	1.3
East German	--	--	--	--	0.7	1.8
Polish	2	4.8	3	6.4	1.9	5.0
Chinese	7	16.7	5	10.6	6.2	16.2
Cuban	1	2.4	1	2.1	0.4	1.1
North Vietnamese	3	7.1	5	10.6	--	--
Free World	<u>6</u>	<u>14.3</u>	<u>4</u>	<u>8.5</u>	<u>8.2</u>	<u>21.8</u>
British	5	11.9	2	4.3	6.2	16.2
Cypriot	--	--	--	--	0.8	2.0
Japanese	--	--	--	--	0.2	0.7
Singaporan	--	--	--	--	0.3	0.9
Somali	1	2.4	1	2.1	0.7	1.8
Other	--	--	1 <u>b/</u>	2.1	0.1 <u>b/</u>	0.2

a. Arrivals for 1969 exclude North Vietnamese ships.

b. Maltese.

Table 6  
Average Number of Dry Cargo Ships in Haiphong per Day

Month	Number of Ships			
	1967	1968	1969	1970
January	7	21	24	14
February	10	23	21	16
March	16	23	21	
April	16	19	21	
May	18	16	20	
June	25	23	18	
July	22	30	21	
August	17	28	17	
September	13	34	17	
October	13	33	15	
November	12	29	11	
December	13	27	13	
<i>Average for year</i>	15	25	18	

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Table 7

Average Layover Times  
for Foreign Dry Cargo Ships Departing Haiphong a/

Month	Number of Days			
	1967	1968	1969	1970
January	12	15	25	13
February	10	27	21	14
March	13	28	17	
April	12	19	19	
May	17	14	20	
June	22	17	21	
July	24	25	21	
August	33	31	22	
September	19	41	21	
October	19	35	19	
November	18	30	16	
December	15	29	14	
Average for year	18	25	20	

a. The average layover time for departing dry cargo ships is compiled by averaging layover times (including both the day of arrival and the day of departure) of all foreign dry cargo ships leaving Haiphong in the month. Tankers are excluded from the average because they do not compete with dry cargo ships for the limited berthing space in Haiphong.

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